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# **EXECUTIVE SUMMARY**

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## **INTRODUCTION**

The Transportation Equity Act for the 21<sup>st</sup> Century (TEA-21) continues to emphasize public involvement in the metropolitan transportation planning process. The intent of the public involvement provisions in TEA-21 is to increase public awareness and involvement in transportation planning and programming. TEA-21 requires that the metropolitan planning organization work cooperatively with the state department of transportation and the regional transit operator to provide citizens, affected public agencies, representatives of transportation agency employees, freight shippers, private providers of transportation, representatives of users of public transit, and other interested parties a reasonable opportunity to comment on proposed transportation plans and programs.

The mid-phase input opportunity was conducted during February, March and April, 2002. The mid-phase provides opportunity for input on initial plan analysis for the Transportation Improvement Program (TIP) and Long Range Transportation Plan (Plan), and includes a public hearing on regional transportation issues. Citizens are invited to provide comment on the Draft TIP and Draft Plan before approval by MAG decision makers. This opportunity allows consideration of public input in the development of the TIP and Plan.

## **ENHANCED PUBLIC OUTREACH PROCESS**

In September 1994, the MAG Regional Council adopted a public involvement process for receiving public opinion, comment and suggestions on transportation planning and programming in the MAG region, which is in accord with TEA-21 requirements. This process provides complete information on transportation plans, timely public notice, full public access to key decisions, and opportunities for early and continuing involvement in the planning process.

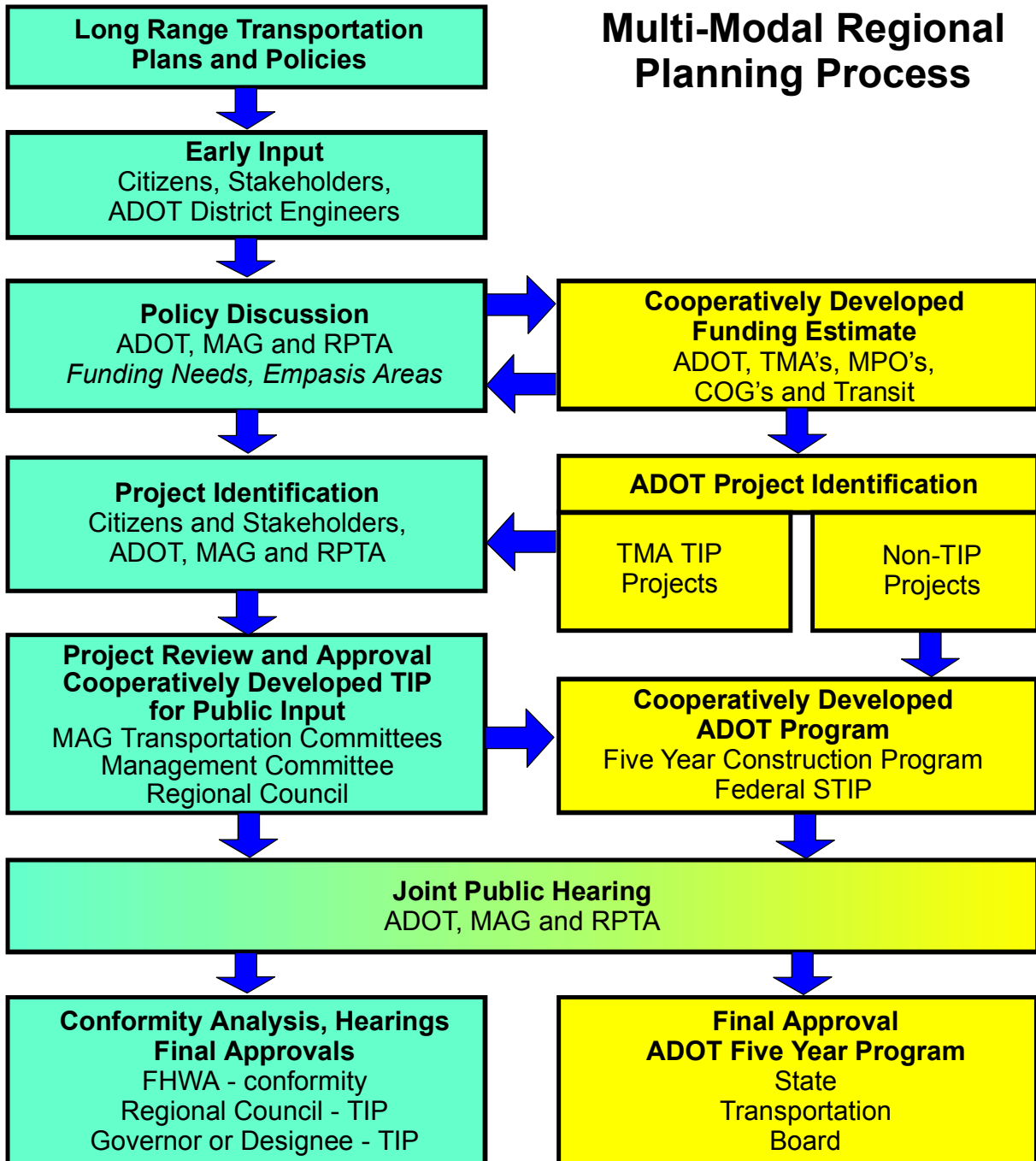
In July 1998, the Regional Council recommended that the process for programming federal transportation funds be enhanced. These enhancements include a more proactive community outreach process and the development of early guidelines to help select transportation projects within resource limits. The proactive community outreach process led to an enhanced public involvement process beginning with the FY 1999 Public Involvement Program. The enhanced public involvement process involves transportation stakeholders as

outlined in TEA-21 and includes input from Title VI stakeholders (minority populations and low-income populations). The input received during the enhanced input opportunity is incorporated into the development of early guidelines to guide project selection for the TIP and Plan.

Additional changes in planning and programming responsibilities were prompted by the passage of TEA-21. As a result, ADOT hosted a meeting of regional planning organizations to

Enhancements to the MAG Process for Public Involvement include a more proactive community outreach process and the development of early guidelines to select transportation projects.

suggest changes that would benefit the planning and programming process throughout Arizona. The meeting was held in Casa Grande in April, 1999 and was attended by representatives of Metropolitan Planning Organizations (MPOs), Councils of Government (COGs), the Arizona Department of Transportation (ADOT) and Valley Metro. All participants agreed to several guiding principles to help develop and integrate state and regional transportation plans and programs. In the past, development of the MAG TIP and Plan and ADOT's Statewide Transportation Plan (STP) and State Transportation Improvement Program (STIP) were on different schedules – which was confusing to members of the public. With changes included in the guiding principles adopted at the Casa Grande meeting, the two planning and programming processes have been combined. The combined processes are described in Table 1, while the guiding principles, referred to as the Casa Grande Resolves, are provided in Table 2.



**Table 1: Development Process for ADOT Five-Year Program, MAG TIP, MAG LRTP, and ADOT Life Cycle Program (Joint Planning Process)**

\* **TMA:** Transportation Management Area

\* **FHWA:** Federal Highway Administration

**Guiding Principles  
New Arizona Transportation Planning and Programming Process  
Casa Grande Resolves**

- ◆ One multi-modal transportation planning process for each region that is seamless to the public; includes early and regular dialogue and interaction at the state and regional level; and recognizes the needs of state, local and tribal governments, and regional organizations.
- ◆ Process that encourages early and frequent public participation and stakeholder involvement and that meets the requirements of TEA-21 and other state and federal planning requirements.
- ◆ The policy and transportation objectives of the state, regional and local plans will form the foundation of the Statewide Long Range Transportation Plan.
- ◆ The Statewide Transportation Plan and Programs will be based on clearly defined and agreed to information and assumptions including the resources available, performance measures, and other technical information.
- ◆ Each project programmed shall be linked to the Statewide Long Range Transportation Plan with each project selected to achieve one or more of the Plan objectives, and the program represents an equitable allocation of resources.
- ◆ Implementation of the Plan and Program shall be monitored using a common database of regularly updated program information and allocations.
- ◆ There is a shared responsibility by state, local and tribal governments, and regional organizations to ensure that Plan and Program implementation meets the transportation needs of the people of Arizona.

**Table 2: Casa Grande Resolves**

**INPUT OPPORTUNITIES**

Various forums for input were used during the FY 2002 Mid-Phase Input Opportunity. The mid-phase input opportunity began with a “MAG at the Mall” event held on Saturday, March 2, 2002 at the Arizona Mills Mall in Tempe. Citizens filled out comment cards and earned informational materials by spinning the MAG wheel (a “Wheel-of-Fortune” type wheel) and answering questions about the region in five categories: Transportation, Geography, Environment, Human Services and Fun Facts. ADOT, Valley Metro and Valley Connections

staff were also on hand to distribute information and to answer questions about freeways, light rail and bus service.

On Wednesday, March 20, MAG staff participated in a career day event at Powell Jr. High School in Mesa. MAG staff spoke with students and teachers about MAG's role in the region and how to get involved in the transportation decision-making process. On Thursday, March 21, 2002, MAG staff conducted a Transportation Fair at the Central Station Transit Center in downtown Phoenix, across the street from the MAG offices. Citizens spoke with transportation staff from MAG, ADOT, Valley Metro and Valley Connections about regional transportation services. On Friday, April 5, 2002, MAG, ADOT and Valley Metro co-hosted a Joint Transportation Agency Open House and Public Hearing. The State Transportation Board and Citizens Transportation Oversight Committee (CTOC) board were also in attendance to listen to public comment from residents of the Maricopa region. The State Transportation Board holds one meeting in the MAG region every year. Beginning last year (2001), the board began to hold its meeting at the MAG offices to further coordinate planning processes between state and regional governments. On Saturday, April 6, 2002, MAG staffed a booth at the Loop 101 freeway opening. MAG staff spoke with residents about MAG's role as the region's MPO and provided information on how to become more involved in the transportation decision-making process.

## **SUMMARY OF INPUT**

This section provides a summary of comments obtained at the mid-phase public involvement opportunities. Transportation-related correspondence received during the continuous involvement phase of MAG's transportation public involvement process is included in Appendix B.

**MAG at the Mall:** Nearly 200 people participated at "MAG at the Mall" on Saturday, March 2, 2002 at the Arizona Mills Mall in Tempe. Those who stopped by the booth spun the MAG wheel and answered questions from one of the five categories listed on the wheel. Some of those who participated filled out MAG comment cards, which are designed to solicit input on MAG transportation plans and programs. In addition, ADOT, Valley Metro and Valley Connections staff were on hand to answer questions and speak with members of the public about their projects. Of those who spoke with staff, comments were made about the need for more bus routes and more flexible schedules for the buses. In addition, citizens suggested specific routes for the new light rail system.

**Career Day:** MAG staff attended a career day at Powell Jr. High School and spoke with students and teachers about MAG's role as the region's MPO. Students also spun the MAG wheel, answered questions about the region and received informational materials about MAG. Approximately 500 students and teachers participated in the career day event.

**Transportation Fair:** Approximately 50 people stopped by the Transportation Fair at the Central Station Transit Center in downtown Phoenix on Thursday, March 21, 2002 to ask questions of transportation staff. MAG, ADOT, Valley Metro and Valley Connections staff were available to answer questions and respond to comments from residents. Comments from residents included the need for more buses and longer hours. In addition, participants asked for a more connected transit system between cities.

**Joint Transportation Agency Open House and Public Hearing:** The State Transportation Board and Citizens Transportation Oversight Committee, as well as members of the MAG Regional Council Transportation Subcommittee and MAG Transportation Review Committee, were in attendance during the open house and public hearing on Friday, April 5, 2002. The open house and public hearing are used to gather public comment on the Draft MAG TIP and Draft Plan. A court reporter was on hand to record all comments during the hearing. A transcript of the hearing proceedings is included in Section III of this report.

**Loop 101 Freeway Opening:** MAG staffed a booth at the Loop 101 freeway opening on April 6, 2002. Residents spun the MAG wheel and received information about MAG's role in the region's transportation decision-making process. Approximately 200 people stopped by the MAG booth to participate in the game, pick up informational materials, and speak with MAG staff.

**Sunday on Central:** MAG staffed a booth at the "Sunday on Central" community event on Sunday, April 14, 2002. Citizens spoke with MAG staff about the region's transportation system, spun the MAG wheel, and received information on how to get involved in the decision-making process. Approximately 600 people stopped by the MAG booth to participate.

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# I. PUBLIC INVOLVEMENT PROCESS

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## INTRODUCTION

The Transportation Equity Act for the 21<sup>st</sup> Century (TEA-21) continues to emphasize public involvement in the metropolitan transportation planning process. The intent of the public involvement provisions in TEA-21 are to increase public awareness and involvement in transportation planning and programming. TEA-21 requires that the metropolitan planning organization work cooperatively with the state department of transportation and the regional transit operator to provide citizens, affected public agencies, representatives of transportation agency employees, freight shippers, private providers of transportation, representatives of users of public transit, and other interested parties a reasonable opportunity to comment on proposed transportation plans and programs.

In September 1994, the Maricopa Association of Governments (MAG) Regional Council adopted a public involvement process for receiving public opinion, comment and suggestions on transportation planning

The MAG Process for Public Involvement receives public opinion in accord with TEA-21 requirements, and provides opportunities for early and continuing involvement in the transportation planning and programming process.

and programming in the MAG region, which is in accord with TEA-21 requirements. This process provides complete information on transportation plans, timely public notice, full public access to key decisions, and opportunities for early and continuing involvement in the planning process.

The public involvement process is divided into four phases: early phase, mid-phase, final phase and continuous involvement. The early phase meetings ensure early involvement of the public in the development of these plans and programs. This year, the early phase input opportunity was conducted from July through October, 2001. The results of these meetings are included in the *FY 2002 Early Phase Input Opportunity Report* (October, 2001).

The mid-phase process provides for input on initial plan analysis for the TIP and Plan, and includes a public hearing on regional transportation issues. The mid-phase occurred in February, March and April. The results of the mid-phase input opportunity are included in this report, the *FY 2002 Mid-Phase Input Opportunity Report* (April, 2002). The final phase provides an opportunity for final comment on the TIP, Plan and Air Quality Conformity

Analysis, and generally occurs upon the completion of the air quality conformity analysis in the summer. The results of the final phase input opportunity will be included in the *FY 2002 Final Phase Input Opportunity Report* (July, 2002). In addition, continuous outreach is conducted throughout the annual update process and includes activities such as presentations to community and civic groups, distributing press releases and newsletters, and coordinating with the Citizens Transportation Oversight Committee (CTOC).

### **ENHANCED PUBLIC OUTREACH PROCESS**

In July 1998, the Regional Council recommended that the process for programming federal transportation funds be enhanced. These enhancements include a more proactive community outreach process and the development of early guidelines to help select transportation projects within resource limits. The proactive community outreach process led to an enhanced public involvement process beginning with the FY 1999 Public Involvement Program. The enhanced public involvement process involves transportation stakeholders as outlined in TEA-21 and includes input from Title VI stakeholders (minority and low income populations). The input received during the enhanced input opportunity has been incorporated in the development of early guidelines to guide project selection for the TIP and Plan.

Additional changes in planning and programming responsibilities were prompted by the passage of TEA-21. As a result, ADOT hosted a meeting of regional planning organizations to suggest changes that would benefit the planning and programming process throughout Arizona. The meeting was held in Casa Grande in April, 1999 and attended by representatives of Metropolitan Planning Organizations, Councils of Government, ADOT and Valley Metro. All participants agreed to several guiding principles to help develop and integrate state and regional transportation plans and programs. In the past, development of the MAG TIP, MAG Long Range Plan, STP and STIP were on different schedules – which was confusing to members of the public. With changes included in the guiding principles adopted at the April meeting, the two planning and programming processes have been combined. (See Table 1)

### **PUBLICITY**

The public was informed of the mid-phase public involvement meetings through a variety of methods. The MAG Process for Public Involvement in Transportation Planning specifies that formal public involvement opportunities, such as public hearings, be announced with display advertisements in the largest circulation newspaper and in newspapers that target underserved communities. Other techniques that are used to announce events, both formal

and informal, include the distribution of nearly 3,000 brochures, a press release faxed to print and electronic media in the region, and other targeted mailings.

## **LOCATIONS**

The regional mid-phase meetings and events were held to accommodate citizens in the MAG region. The specific locations, dates and times are shown below. Meeting and event times were varied in an attempt to accommodate as many citizens as possible. The MAG at the Mall event was held during a weekend in Tempe. The career day event at Powell Jr. High School was in Mesa on a Wednesday afternoon. The Transportation Fair was held at the Central Station Transit Center in downtown Phoenix in the late afternoon. The Joint Transportation Agency Open House and Public Hearing was held during the week at lunchtime, and the freeway opening was held on a Saturday morning. MAG also participated in the “Sunday on Central” community event, held along Central Avenue from 11:00 a.m. to 5:00 p.m.

### **MAG at the Mall**

Tempe  
Saturday, March 2, 2002  
Arizona Mills Mall  
Northwest corner of Priest and Baseline  
10:00 a.m. to 4:00 p.m.

### **Career Day**

Mesa  
Wednesday, March 20, 2002  
Powell Jr. High School  
855 West 8<sup>th</sup> Avenue  
11:00 a.m. to 2:00 p.m.

### **Transportation Fair**

Phoenix  
Thursday, March 21, 2002  
Central Station Transit Center  
Northeast corner of First Avenue and Van Buren  
3:30 p.m. to 5:30 p.m.

### **Joint Transportation Agency Open House and Public Hearing**

Phoenix  
Friday, April 5, 2002  
MAG Offices  
Second Floor, Saguaro Room  
Northwest corner of First Avenue and Van Buren  
Open House – 11:00 a.m.  
Public Hearing – 12:00 p.m.

### **Loop 101 Freeway Opening**

Scottsdale  
Saturday, April 6, 2002  
Loop 101  
9:00 a.m. to 12:00 p.m.

### **Sunday on Central**

Phoenix  
Sunday, April 14, 2002  
Central Avenue  
11:00 a.m. to 5:00 p.m.

All of the public meetings and events were scheduled in venues that are transit accessible and comply with the provisions of the Americans with Disabilities Act. In addition, sign

language interpretation, alternate materials, and FM/Infrared Listening Devices were available upon request.

## **CONTINUOUS INVOLVEMENT**

As part of the continuous outreach process, MAG staff participated in a number of events since the FY 2002 Early Phase Input Opportunity. These activities included:

- ◆ Continued involvement with the Citizens Transportation Oversight Committee (CTOC).
- ◆ Continued MAG membership and involvement with several civic organizations in the region including the Phoenix Chamber of Commerce and Valley Forward.
- ◆ Continued consideration of input received by the MAG Human Services Planning Program in its public outreach process.
- ◆ Continued community outreach to Title VI/Environmental Justice populations, utilizing the Community Outreach Associate program.

Additional outreach activities included updating the MAG Web site at <http://www.mag.maricopa.gov>. The site provides information on MAG committees and issues of regional importance, as well as access to electronic documents and links to member agencies. Visitors to the site may also send comments or questions via e-mail to [mag@mag.maricopa.gov](mailto:mag@mag.maricopa.gov). In addition, each quarter, MAG distributes a newsletter, *MAGAZine*, which includes information about MAG activities and the issues and concerns of the cities, towns and tribal communities of Maricopa County. Ongoing coordination with Valley Metro, ADOT and CTOC have also led to refinements in the public involvement process.

## **CORRESPONDENCE/COMMENTS**

Correspondence received from the public since the FY 2002 Early Phase Input Opportunity Report has been compiled and is contained in Appendix B. The public hearing transcript is in Section III of this report.

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## II. PUBLIC HEARING/MEETING COMMENTS AND RESPONSES

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### INTRODUCTION

This section is organized by meeting/event location and includes written comments received during the mid-phase public input opportunities. In addition, a summary of the oral input obtained at each event is provided. Comments received at the open house/public hearing are included in transcript form under Section III of this report, while other comments taken by staff representatives are listed below.

### MAG AT THE MALL

**Summary of Input:** Nearly 200 people participated at “MAG at the Mall” on Saturday, March 2, 2002 at the Arizona Mills Mall in Tempe. Those who stopped by the booth spun the MAG wheel and answered questions from one of the five categories listed on the wheel. Some of those who participated filled out MAG comment cards, which are designed to solicit input on MAG transportation plans and programs. In addition, ADOT, Valley Metro and Valley Connections staff were on hand to answer questions and speak with members of the public about their projects. Of those who spoke with staff, comments were made about the need for more bus routes and more flexible schedules for the buses. In addition, citizens suggested specific routes for the new light rail system.

### CAREER DAY

**Summary of Input:** MAG staff attended a career day at Powell Jr. High School and spoke with students and teachers about MAG’s role as the region’s MPO. Students also spun the MAG Wheel, answered questions about the region and received informational material about MAG. Approximately 500 students and teachers participated in the career day event.

### TRANSPORTATION FAIR

**Summary of Input:** Approximately 30 people stopped by MAG’s second Transportation Fair at the Central Station Transit Center in downtown Phoenix on Thursday, March 21, 2002 to ask regional transportation questions of transportation staff from MAG, ADOT, Valley Metro and Valley Connections. Comments included the need for more bike racks on the buses and

the need for the state to take over the I-10 express bus terminal. In addition, participants complimented MAG, ADOT, Valley Metro and Valley Connections staff for working closely together in developing the region's transportation system.

## **JOINT TRANSPORTATION AGENCY OPEN HOUSE/PUBLIC HEARING COMMENTS**

**Summary of Input:** The State Transportation Board, Citizens Transportation Oversight Committee, and members of the MAG Regional Council Transportation subcommittee were in attendance during the open house and public hearing on Friday, April 5, 2002. The open house and public hearing is used to gather public comment on the Draft MAG TIP and Plan.

## **LOOP 101 FREEWAY OPENING**

**Summary of Input:** MAG staffed a booth at the Loop 101 freeway opening. Residents spun the MAG wheel and received information about MAG's role in the region's transportation decision-making process. Approximately 200 people stopped by the MAG booth to participate in the game and speak with MAG staff.

## **SUNDAY ON CENTRAL**

**Summary of Input:** MAG staffed a booth at the "Sunday on Central" community event on Sunday, April 14, 2002. Citizens spoke with MAG staff about the region's transportation system, spun the MAG wheel, and received information on how to get involved in the decision-making process. Approximately 600 people stopped by the MAG booth to participate.

## **RESPONSE TO COMMENTS GIVEN ON COMMENT CARDS AT THE TRANSPORTATION FAIR ON MARCH 21, 2002**

### **Comments from Gary Harsnett, Citizen**

**Comment:** Need more bicycle racks on Valley Metro buses.

**Response:** To make transportation easier for users of the transit system, all Valley Metro buses are equipped with bike racks. Each bus typically has space for two bicycles. Racks are available on a first-come, first-served basis. If the bike rack is full, users may need to wait for the next bus. For most routes, having two spaces available for bicycles is sufficient.

**Comment:** I agree with and am enjoying your extended hours on the Valley Metro. I use the Blue Line regularly.

**Response:** Increased service on the Blue Line in Phoenix was made possible when voters passed a 0.4 cent sales tax for transit improvements in the city.

**Comments from William “Blue” Crowley, Citizen**

**Comment:** I appreciate interagency coordination.

**Response:** The Transportation Equity Act for the 21<sup>st</sup> Century (TEA-21) requires that the metropolitan planning organization work cooperatively with the state department of transportation and the regional transit operator to provide citizens, affected public agencies, representatives of transportation agency employees, freight shippers, private providers of transportation, representatives of users of public transit, and other interested parties a reasonable opportunity to comment on proposed transportation plans and programs. Various public input opportunities are held throughout the region to provide MAG, ADOT, and RPTA staff with feedback on current transportation plans and programs.

**Comment:** Phoenix abandon to state the I-10 express terminal. State should develop it especially since the state is the main employer in the region.

**Response:** The I-10 Deck Park tunnel project was to serve expansion of the express bus system. The defeat of various funding referenda to expand regional bus services has negatively affected the development of the bus tunnel/station. At present, there does not appear to be sufficient funding for the State to develop the I-10 express terminal. Although the source of transit funding is fairly complex to explain, most funding for transit service is provided by city general funds and city sales taxes.

**Comment:** With the interplay of CTOC and MAG, the real answer to transportation is the elected regional body identified in the Vision 21 Task Force recommendations.

**Response:** MAG was formed under the basic concept that cities, towns and counties, which are closest to the people, should have the primary responsibility for addressing local problems and needs that require action on a regional basis. MAG works to attain the greatest degree of intergovernmental cooperation possible to help prepare for future growth and development in the region. As the Metropolitan Planning Organization (MPO), MAG is responsible for developing a multi-modal transportation plan and programs. The process to

develop these plans and programs is continuing, cooperative and comprehensive. MPOs also have proactive public involvement processes to provide complete information on transportation plans, timely public notice, full public access to key decisions, and opportunities for early and continuing involvement in the planning process. Even with a directly- elected regional body to address transportation issues, federal law requires coordination with the MPO and other organizations currently responsible for transportation decision-making.

## **COMMENTS RECEIVED DURING MID-PHASE MANAGEMENT COMMITTEE AND REGIONAL COUNCIL MEETINGS DURING THE MID-PHASE**

### **Comments from William “Blue” Crowley, Citizen**

**Comment:** In the November 7, 2001 Regional Council minutes, I wanted to be counted. My comments did not appear in the public input section of the summary transmittal. I don't see where Maricopa County is a part of the numbers. The “Economy” published by the U of A, will not be published in April because of budget cuts, but if you want to see what they think of the population, read the current edition.

**Response:** The fact that one is not contacted individually by a Census taker during the Census 2000 operations does not mean that one is not counted. The Census Bureau uses a number of follow-up procedures to identify individuals who did not respond to their mailout survey, or who were missed when enumerators were dispatched to conduct interviews. This is true not only for people living in housing units and group quarters, but also for people without housing. For example, one of the methods that the Bureau uses to identify people without housing is to talk with the agencies and organizations that provide services to them. This is known as the Service Based Enumeration (SBE) program, and individuals identified through this method are added to the population in Group Quarters portion of the Census count. In addition, citizens were asked to call a special number during the census period to report their information if they were not counted during the normal census activities.

The Maricopa Association of Governments has greater control over the way the operations are carried out during a mid-decade Census. If a 2005 Special Census is conducted for Maricopa County, then enumerators will be sent out around the Valley to conduct an interview with each household.

The remark "I don't see where Maricopa County is a part of the numbers" refers to a handout that identified the costs and benefits of doing a Special Census for cities and towns. The County does not get a portion of the state-shared revenues for cities and towns and was therefore not included in the calculations.

**Comment:** I appreciated receiving the Transportation Fair flyer, but I received it in the mail on March 1, and this did not give me enough time to make plans to attend MAG at the Mall on March 2.

**Response:** As part of its public involvement process, MAG staff provides information to citizens about upcoming events through a variety of methods, including the MAG newsletter, press releases, online and posted calendars, the MAG Web site, and flyers that are mailed to citizens who are on the MAG Public Involvement mailing list. Information about the MAG at the Mall event on March 2<sup>nd</sup> was included in these venues. The particular flyer mentioned in this comment was sent primarily to notify citizens of the upcoming open house and public hearing scheduled to take place on Friday, April 5. However, because MAG had also scheduled a number of other special events in which public input was welcome in the weeks prior to the hearing, staff decided to include notice of other upcoming events in the flyer – including the Northwest Black History Festival on Saturday, February 23, the MAG at the Mall Event Saturday, March 2, and a Transportation Fair Thursday, March 21, 2002. The flyers were mailed out on February 25, 2002. Staff recognized that including the MAG at the Mall event was short notice, but decided to include the event in the correspondence as a service for those who could attend. In addition, recognizing Mr. Crowley's interest, staff had made the flyer available to Mr. Crowley during the February 27 Regional Council meeting.

**Comment:** Members should not consider agenda item #13 (dealing with a legislative update) because it is a violation of the open meeting law. The law was violated when Chairman Keno Hawker was advised by MAG staff at the Transportation Subcommittee meeting that public comment could be taken at the discretion of the chair. When I was not heard at the Transportation Subcommittee meeting that made this item null and void. Bringing the item up at this meeting makes you not in compliance.

**Response:** MAG conducts meetings in accord with open meeting laws. Meetings of technical committees, working groups, the Management Committee and Regional Council are open to the public. Notices for these meetings are posted at least 24 hours in advance.

The Open Meeting Law is contained in the Arizona Revised Statutes, ARS 38-431.01. The Open Meeting Law states, in part:

A. All meetings of any public body shall be public meetings and all persons so desiring shall be permitted to attend and listen to the deliberations and proceedings. All legal action of public bodies shall occur during a public meeting.

Although MAG provides for public comment at its public meetings, it is important to note that the Open Meeting Law states that a public body **may** make an open call to the public during a public meeting; it does not guarantee that a member of the public has a right to speak during a public meeting.

During the Transportation Subcommittee meeting Mr. Crowley requested to speak on agenda item #6, Legislative Update. The item was slated for information, discussion and possible action. However, the Transportation Subcommittee decided not to take any action on the item, but refer it directly to the Regional Council. Chairman Hawker indicated that because no action would be taken, public comment would be more appropriate at the Regional Council meeting. Mr. Crowley was provided with the opportunity to comment on the item during the February 27 Regional Council Meeting.

**Comment:** This is my first opportunity to comment on the Broadcast Feasibility Study. Open meeting law says that we should be maximizing public input. I am spending money, so I should be able to comment. If you want to save money, take dinner away from the Regional Council. The broadcast needs to be gavel to gavel so all comment can be heard. The process needs to be open and provide access to the public, and not just those in high economic circumstances.

**Response:** On April 17, 2000, the MAG Executive Committee asked that MAG research the possibility of airing MAG Regional Council meetings on city-operated cable channels. The "Broadcast Feasibility Study" was incorporated into the Draft MAG 2001 Work Program. The Broadcast Feasibility Study has been part of the work program since May of 2001. The MAG FY 2001 Draft Work Program was brought before the Management Committee for action on May 10, 2000. As with all action items, this agenda item was open for public input. The Management Committee approved the draft program and forwarded it on to the MAG Regional Council with a recommendation for approval. The MAG FY2001 Draft Work Program was included as an action item for the Regional Council meeting May 24, 2000, where it was once again open for public comment.

In August, 2001, a consultant was hired to conduct the Broadcast Feasibility Study. The results of the study were presented to the MAG Management Committee March 6, 2002 and to the MAG Regional Council on March 12, 2002. Both meetings were open for public

comment. The MAG Regional Council voted to table the item until economic conditions in the region improved. If the item is brought forward for action at a later date, it would be subject to public comment at that time as well.

**Comment:** I disagree with opposing House Bill 2660.

**Response:** HB 2660, as drafted, failed to recognize the cooperative relationship between regional agencies and ADOT that is mandated by ISTEPA and TEA-21. This bill has been amended to restore this relationship and, as a result, MAG is now neutral and does not oppose HB 2660.

**Comment:** When doing outreach, events need to be advertised.

**Response:** MAG advertises its outreach events in a variety of ways. Display ads are placed in the *Arizona Republic*, as well as the *Arizona Informant* and *Prensa Hispana*. Flyers are sent out to approximately 2,200 people who are a part of the MAG public involvement mailing list. Press releases are also sent out to more than 60 newspapers, radio and television stations around the Valley. In addition, MAG continues to examine other ways that it can advertise its outreach events.

#### **Comments from DD Barker, Citizen**

**Comment:** I would like to see the rules for speaking at MAG meetings posted to avoid confusion over which items are allowed for comment.

**Response:** MAG is currently working on a document explaining the rules for speaking at MAG meetings. The document will be available at MAG meetings for the public to review. The rules for speaking at MAG meetings are also available on the speaking cards used for MAG Management Committee and Regional Council meetings.

#### **VERBAL COMMENTS RECEIVED DURING MID-PHASE PUBLIC HEARING APRIL 5, 2002**

#### **Comments from Mayor Joe Harper from San Luis, Yuma County on behalf of the Yuma Metropolitan Planning Organization**

Note: Mr. Harper's comments referred to transportation facilities in the Yuma area and were directed toward the State Transportation Board. The Maricopa Association of Governments does not have jurisdiction in this area and can not respond to his specific comments.

However, the comments are contained in the transcript of the hearing in Section III of this report and are being forwarded in this document to the Arizona Department of Transportation for review.

### **Comments from Tom Callow, City of Phoenix**

**Comment:** I think it's critical that we as a region move forward to determine what we're going to do when that half-cent sales tax expires. Valley freeways don't get designed overnight. And we can't start building things the day after a vote unless we've got something in the plan and ready to go with. There's a bill in the legislature right now that would authorize the region to vote to extend the half-cent sales tax. All that anyone is asking for is the right to decide whether we want to tax ourselves again or not. We would like your support, if called upon, to allow that vote to take place. If we could get that vote in 2003, that would give us two years before the additional sales tax kicks in to start getting ready to put that money to work.

**Response:** The MAG Regional Council is on record as being in support of House Bill 2299, which would provide authority for the extension of the Maricopa County Transportation Excise Tax (half-cent sales tax) beyond its 20-year life.

MAG concurs with Mr. Callow's statement that Valley freeways don't get designed overnight. That's why MAG is currently working on a major update to its current 20-year Long Range Transportation Plan. The new Regional Transportation Plan will serve as the blueprint for transportation investment in the region over the next 20-to-40 years.

The new RTP will address the sustained growth that is expected over the next four or five decades. It will provide a new policy framework to guide regional transportation investments and establish measures of performance to better monitor and improve the transportation system in the future. Using this information, the RTP will also identify and prioritize specific transportation improvements needed to keep up with the increasing travel demands in the region. A number of transportation studies are currently underway to assist in the development of this Plan. MAG believes that the update of this plan will provide significant direction in determining projects that could be funded with the extension of the half-cent sales tax.

### **Comments from DD Barker, Citizen**

**Comment:** I submit to you that we should look at training people and educating and motivating to use what we already have before we put anything fixed in. And guess what, guys and gals, I am for rail, but let's make it rapid. Let's make it rapid like we advertised in the campaigns. This at grade rail is going to create more pollution, congestion, and the disabled have to go in the middle of it. Thank you for your time.

**Response:** The Valley Metro/Regional Public Transportation Authority has an ongoing commitment to marketing Valley Metro transit services, however, these efforts are affected by the level of funding currently available, which is very low.

The transit element of the Long Range Transportation Plan includes a light rail element – a 39-mile system, which incorporates the 22-mile option designated in the Central Phoenix/East Valley major investment study (MIS), and the 12-mile option designated in the Phoenix/Glendale MIS. A 20.3-mile minimum-operating segment (MOS) of the new Central Phoenix/East Valley light rail transit (LRT) Line is scheduled for operation in late 2006.

The transportation conformity analysis for the TIP and LRTP is based on travel demand models that include the latest planning assumptions for land use, population, and employment to project levels of traffic for the analysis years. A conformity analysis will now be conducted on the draft TIP and Plan to identify results of the applicable emission reduction tests and budget tests for CO, Volatile Organic Compound (VOC), and PM-10.

Prior to design and construction of this initial segment, an environmental impact statement (EIS) is being developed that will evaluate transit needs within the corridor and based on that analysis, identify a preferred transit mode and alignment. The EIS is a requirement of all federally funded projects. Since the LRT as proposed will run on city streets, the EIS will assess the impact to automobile traffic on the streets used by the system. The EIS will then identify ways to mitigate these impacts in order to preserve the level of service on the affected streets. Any service extensions beyond the initial operating segment would require a separate EIS.

The draft EIS was published in the Federal Register on January 4, 2002 and began a 45-day public review period. Upon completion of the comment period, comments will be addressed in a Final Environmental Impact Statement (FEIS). The FEIS is expected to be available in spring, 2002. A federal certification of completion of the environmental process is expected in late summer, 2002.

**Comment:** We can do better on 49-5301, this is the federal law for public involvement.

**Response:** The role of public involvement in transportation planning and programming was increased with the passage of the Intermodal Surface Transportation Efficiency Act of 1991. The Transportation Equity Act for the 21<sup>st</sup> Century (TEA-21) continues to emphasize public involvement in the metropolitan transportation planning process. The intent of the public involvement provisions in TEA-21 is to increase public awareness and involvement in transportation planning and programming. TEA-21 requires that the metropolitan planning organization work cooperatively with the state department of transportation and the regional transit operator to provide citizens, affected public agencies, representatives of transportation agency employees, freight shippers, private providers of transportation, representatives of users of public transit, and other interested parties a reasonable opportunity to comment on proposed transportation plans and programs. MAG has an adopted public process for receiving public input, comment and suggestions on transportation planning and programming in the MAG region. This process is intended to provide complete information on transportation plans, timely public notice, full public access to key decisions, and opportunities for early and continuing involvement in the process for all segments of the region's population, including Title VI and Environmental Justice communities.

**Comment:** Today I see the announcement, the public announcement for this meeting, was omitted. (Referring to the February issue of the *MAGAZine*, a quarterly MAG newsletter.)

**Response:** MAG produces a quarterly newsletter, *MAGAZine*, to provide readers with news and information about the agency. The newsletter includes a quarterly calendar on the back page with information about MAG meetings. This calendar is provided as a service to the public. However, because the calendar covers a three-month time frame, it is difficult to include all meetings that may happen in these months, because not all meetings have been scheduled at press time, which occurs 15 days before the beginning of the month of publication. When the newsletter went to print in January, 2002, the public hearing had not been scheduled. In an effort to make citizens aware that all MAG meetings may not be reflected in the calendar, this statement is included and highlighted at the bottom of the calendar: *The dates, times and locations of all meetings may change. Other committees not listed here may meet during these months. Please call (602) 254-6300 for confirmation.*

**Comment:** We don't have the information on the buses, either, of our public meetings.

**Response:** Ms. Barker is referring to requests from citizens to have MAG meetings posted on city transit vehicles. MAG has asked the City of Phoenix in the past whether posting MAG meetings on city buses is possible. On February 13, 2001, we received correspondence from Mr. Neal Manske, acting Phoenix transit director, stating: "The city's advertising policy was

designed in conjunction with our legal counsel and is intended for commercial transactions and for an occasional communication between the system and its passengers for issues related to they system's operation. We do not make exceptions to this policy for ANY purpose for ANY municipality or ANY agency, even if the request comes from other Phoenix city departments."

In light of Ms. Barker's comment, MAG staff recently contacted the City of Phoenix public transit director to determine whether the city of Phoenix' policy on this issue has changed. Staff has not yet received a response and will notify Ms. Barker if there have been any changes to this policy.

**Comment:** I've asked before about this Federal Transit Administration Workshop – the Feds told me that we probably could go, but it was listed here (referring to the February issue of the MAG *MAGAZine*) and MAG says it's not one of theirs.

**Response:** Ms. Barker is referring to a listing in the calendar section of the MAG newsletter, which included a listing on March 18, 8:00 a.m., "Federal Transit Administration Workshop."

The listings that are included in the MAG calendar are derived from a variety of sources, including a review of a master calendar that includes all meetings held in the MAG offices. A distinction is supposed to be made on the master calendar between meetings that are open to the public and meetings that are internal meetings for MAG staff. During the compilation of the calendar items for the February issue, staff inadvertently included this item as a public meeting, which was an error. The meeting was actually a staff meeting for members of the Federal Transit Administration that was being held in the MAG offices. This meeting was never intended as an open meeting, and in fact was cancelled prior to being held.

To avoid such errors in the future, MAG has since instituted a policy to include specific and more visible notations on the master calendar as to whether a meeting is a public meeting or an internal staff meeting.

### **Comments from William “Blue” Crowley, Citizen**

**Comment:** I appreciate that the entire State Board is here. I appreciate that CTOC's entire board is here. And the main people having this meeting are – well, where is the MAG Board? Are they hiding somewhere? Is it that unimportant to them, or is it just another part of the equation that shows the job isn't being done.

**Response:** The Mid-Phase Public Hearing was held April 5, 2002 and was attended by several MAG board members, including Keno Hawker, Chairman of the MAG Regional Council Transportation Subcommittee and Roc Arnett, who represents the Citizen's Transportation Oversight Committee on the MAG board. Fred Carpenter, Chairman of the MAG Transportation Review Committee, was also in attendance.

It is important to note that comments taken during the mid-phase public hearing are recorded in this document, which is provided to all members of the MAG Management Committee and the MAG Regional Council for review. The purpose of this document is to communicate all comments received during the mid-phase process, including comments taken during the public hearing.

**Comment:** On the approval and consent agenda, because they're saying well, if it's not for action, you can't speak. But then if we're going to put 10 or 12 action items together, you've still only got three minutes. There are 11 on that one.

**Response:** MAG has an adopted public process for receiving public input at Management Committee and Regional Council meetings, which was adopted in February 1996 following a 45-day comment period and with input from the public.

Three opportunities are provided for public comment at MAG Management Committee and Regional Council meetings, including Call to the Audience; Consent Agenda; and Action Items to be Heard. During the Call to the Audience, citizens have three minutes to speak on any item of their choosing. Topics may include non-agenda items, or items which are on the agenda but which are not slated for action. On the Consent Agenda, citizens have a total of three minutes to speak on any or all consent agenda items (cumulatively). On action items, citizens are given three minutes to speak on any action item (three minutes per item).

**Comment:** On the incident of June 26<sup>th</sup>, I requested that the record show that I had been denied access to the meeting.

**Response:** Mr. Crowley is referring to the Final Phase Public Hearing on June 26, 2000, in which Mr. Crowley arrived at the MAG offices at 302 North 1<sup>st</sup> Avenue to attend the meeting. He was not denied access into the meeting by MAG, but was asked by building security to sign in to enter the building - a signature that Mr. Crowley refused to provide. The events that followed were detailed in full in a facsimile transmittal to the Regional Council and Management Committee (which is available upon request). The facsimile included MAG's response as to why Mr. Crowley was eventually asked to leave the building. This transmittal

was also provided to Mr. Crowley so that he would have a copy of MAG's response to this incident.

Mr. Crowley wrote a letter to MAG in response to this transmittal. Mr. Crowley's letter was entered into the Final Phase Input Opportunity Report. Under MAG's adopted public involvement policy, all comments received during the Final Phase Input Opportunity must include a written response. MAG responded to Mr. Crowley's letter in the Final Phase Input Opportunity Report, using language similar to that contained in the original facsimile transmission to the Regional Council. Because both the Final Phase Input Opportunity Report and the facsimile are official "records," MAG maintains that the incident, Mr. Crowley's response, and MAG's response to both the incident and Mr. Crowley's comments, have been entered appropriately into the record.

During the public comment period of the July 26, 2000 meeting of the Regional Council, Mr. Crowley further discussed the June 26<sup>th</sup> incident. Acting Chairman Keegan offered the apologies of the Regional Council to Mr. Crowley, and stated that steps have been taken to rectify the situation to access the building encountered by Mr. Crowley. Mayor Hull requested that time be given to Mr. Crowley to make the comments he would have made at the public hearing. The Chair allowed Mr. Crowley three minutes for comment. MAG is satisfied that between this meeting and the written comments submitted by Mr. Crowley during the Final Phase Input Opportunity, Mr. Crowley has been given an adequate opportunity to provide the comments he was unable to make during the June 26, 2000 hearing.

On January 19, 2001, a letter was sent to Dennis Mittlestedt, Planning and Research Engineer of the Federal Highway Administration additionally outlining Mr. Crowley's concerns.

**Comment:** In these documents it has request from the public to speak on items. One of them is governance. And I was continually denied over and over again, and I will be turning this documentation in. What does MAG have a problem with the governance?

**Response:** In June of 2001, a MAG Regional Governance Advisory Committee was created to look at the roles and responsibilities of MAG. The Governance Committee met on numerous occasions for a period of approximately six months. All Governance Advisory Committee meetings were conducted in accordance with the open meeting law. All governance issues slated for action by the Management Committee and Regional Council have included opportunities for public comment.

**Comment:** The State Board, how are you interacting with MAG?

**Response:** To ensure communication between the two agencies, two members of the State Transportation Board are members of the MAG Regional Council. In addition, a joint meeting is held each year between the two agencies. The MAG executive director, assistant director, transportation manager and staff attend numerous State Transportation Board meetings throughout the year. In addition, MAG's transportation program is developed cooperatively with the Arizona Department of Transportation, which is overseen by the State Transportation Board.

**Comment:** For me, what I want is that election to come up. I want it to be a split of 50/50, not just in the election and the funding that has as in what goes before the voters. One half of it, the light rail and your freeways, you want to do that, fine and dandy, and also the maintenance.

One the other side of the equation, bus, heavy rail, that includes that high-speed train that we should be doing between Tucson and Phoenix. And heavy rail construction of possibly going from the center of Phoenix through Scottsdale, Fountain Hills, and going north, because we don't have a rail. We've got one this way, we don't have one that way. We've got one on the bottom, but we don't have one going east.

**Response:** MAG is currently developing a Regional Transportation Plan (RTP), the largest planning initiative in four decades. The last such exercise set the blueprint for regional freeways that are now nearing completion. The new RTP will address the sustained growth that is expected over the next four or five decades. It will provide a new policy framework to guide regional transportation investments and establish measures of performance to better monitor and improve the transportation system in the future. Using this information, the RTP will also identify and prioritize specific transportation improvements needed to keep up with the increasing travel demands in the region. Upon its completion, the RTP will result in a major revision to the current adopted Long Range Transportation Plan (LRTP), which identifies specific projects and facilities for investments over the next twenty years. The LRTP is typically updated annually.

Development of the RTP is in two phases. Phase I is currently underway and is scheduled for completion in spring, 2002. It focuses on defining policies and goals, and analyzes different regional growth scenarios. Phase II will identify specific projects to meet regional goals developed in Phase I. Different investment alternatives will be evaluated and ranked using results from Phase I. Projects will include all forms of transportation such as roadways,

transit, bicycle and pedestrian projects and will include funding from both federal and regional sources. The result will be a new multi-modal transportation plan to meet future travel needs. Also included with the new Plan will be a funding strategy, including possible extension of the half-cent regional sales tax. The particular mix of projects will be identified in Phase II of the RTP.

There are several studies underway that will help provide input to the RTP. These efforts include three subregional transportation studies, the East/West Mobility Study, the Freeway Bottleneck Study, the High Capacity Transit Plan and the Regional Transit System Study. The High Capacity Transit Plan will evaluate the possible use of existing railroad corridors for commuter rail, estimate the costs and benefits of this service, and assess how it would interact with other types of transit (such as buses) and roadways. In some corridors, the operation of conventional commuter rail may encounter significant obstacles. Other high capacity transit technologies, such as bus rapid transit or light rail, may be more appropriate in these corridors. There may still be other areas of the MAG region without railroad rights-of-way where new high capacity transit may be warranted. Initiated in January, 2002, the study will be completed in approximately one year. The results of the plan will be considered in the RTP process.

## **VERBAL COMMENTS RECEIVED AFTER MID-PHASE HEARING PRIOR TO MID-PHASE MANAGEMENT COMMITTEE AND REGIONAL COUNCIL**

### **Comments from William “Blue” Crowley, Citizen**

**Comment:** It is my belief that MAG is not meeting the federal requirement for public participation in the local conformity process, and that I am not being allowed to provide testimony during each phase of the conformity process. I am also requesting that I be included as a stakeholder in the conformity process and be notified of all public input opportunities.

**Response:** MAG conducts consultation on conformity processes in accordance with federal transportation conformity regulations. Generally, opportunities for public involvement occur when changes are made to a current Transportation Improvement Program (TIP) (e.g., TIP amendments) or during development of a new Transportation Improvement Program and Long Range Transportation Plan (LRTP) (e.g., conformity analysis on a draft TIP or LRTP). MAG procedures for conducting consultation include notifying federal, state, and local air quality and transportation agencies and other interested parties, including members of the public of proposed actions to the TIP or Long Range Transportation Plan through a formal

memorandum. The public may provide oral or written comments or provide testimony before the MAG Management Committee or MAG Regional Council. Also according to conformity procedures, a 30-day advance notice is provided inviting the public opportunity to comment on the draft TIP and Long Range Transportation Plan, and the draft conformity analysis. Mr. Crowley may provide public comments at any of the opportunities listed above and has been on the mailing list for receiving conformity-related documents.

## **VERBAL COMMENTS MADE AT THE APRIL 10 MANAGEMENT COMMITTEE MEETING**

### **Comments from DD Barker, Citizen**

**Comment:** With multimodalism, any transportation mode can be chosen. Cars are not bad, just the choices made with them. Even alternative fueled vehicles cause pollution. For the future of our children, be multimodal.

**Response:** Transportation planners typically use the term “multi-modal” to mean all different types of transportation, including walking, bicycling, driving and riding transit. According to federal law, the MAG Long Range Transportation Plan and FY 2003-2007 Transportation Program must undergo a technical analysis to determine its impact on air quality. This conformity analysis will be conducted once the MAG Regional Council has approved the TIP and Plan for the purposes of conducting a conformity analysis. The Management Committee took this action at its April 10, 2002 meeting, and the MAG Regional Council is expected to concur at their April, 2002 meeting.

**Comment:** Only two citizens spoke at the April 5, 2002 public hearing. A better job can be done to get the public to attend, by utilizing flyers and doing followup, such as telephone calls. The federal government involvement process is being proactive and going beyond.

**Response:** MAG advertises its outreach events in a variety of ways. Display ads are placed in the *Arizona Republic*, as well as the *Arizona Informant* and *Prensa Hispana*. Flyers are sent out to approximately 2,200 people who are a part of the MAG public involvement mailing list. Press releases are also sent out to more than 60 newspapers, radio and television stations around the Valley. In addition, MAG continues to examine other ways that it can advertise its outreach events. MAG has an adopted public process for receiving public input, comment and suggestions on transportation planning and programming in the MAG region that is in accord with federal requirements. This process is intended to provide complete information on transportation plans, timely public notice, full public access to key decisions,

and opportunities for early and continuing involvement in the process for all segments of the region's population, including Title VI and Environmental Justice communities.

**Comment:** There are decreasing revenues, which are built on assumptions, not concrete facts. Jack Tevlin has indicated that Phoenix Transit 2000 are into contingency funds. Mesa will have a two year ride. Tempe cannot spend their tax because it can only be spent on construction. The legislature may not pass the House bill for the extension of the half-cent sales tax. There is a RABA shortfall of \$8.5 billion that will affect the MAG region in the amount of \$4.1 billion. The State bonding capacity bill is also coming up, and we have the future of our children to consider.

**Response:** MAG is monitoring state and federal revenues closely. The impact of the RABA factor on the MAG federal funds could be \$41.4 million over five years plus a loss of about \$69 million as a result of lower funding from ADOT. The potential decline in MAG Federal funds has been accommodated within the TIP through program adjustments even though Congress may restore a portion or all of the reduction. The ADOT program is also in fiscal balance with adjustments approved by the Transportation Review Committee earlier this year and is consistent with the ADOT funding estimates for the region.

### **Comments from William “Blue” Crowley, Citizen**

**Comment:** Paint should be used as a weapon to create more marked bike lanes to protect cyclists. Where in the Long Range Plan does it say that paint would be used as a weapon on all arterials?

**Response:** Providing bicycle lanes is important. The MAG Regional Bicycle Plan, adopted by the Regional Council, does support creating bicycle lanes. For example, Objective 2 under the Engineering and Planning Goal states: “Restripe existing roadways, when feasible, to gain space for bike lanes or edgeline buffer zones. Widen curb lanes during reconstruction or repaving to provide space for bike lanes or edgeline buffer zones. Include bicycle lanes in all new arterial roadway construction and selected collector street construction. One way to accomplish this on a consistent basis is to adopt street cross sections with space for bike lanes.”

**Comment:** The a number of agenda items are being recommended using the minimum amount of input, because a total of three minutes is given for all consent items combined.

**Response:** Citizens have a number of opportunities to provide input on items at MAG Management Committee and Regional Council meetings, including Call to the Audience; Consent Agenda; and Action Items to be Heard. During the Call to the Audience, citizens have three minutes to speak on any item of their choosing. Topics may include non-agenda items, or items which are on the agenda but which are not slated for action. On the Consent Agenda, citizens have a total of three minutes to speak on any or all consent agenda items (cumulatively). On action items, citizens are given three minutes to speak on any action item (three minutes per item). Citizens are also encouraged to submit comments in writing. Written comments will always be accepted by Management Committee and Regional council chairs.

**Comment:** For agenda item #15A (*relating to the mid-phase input opportunity*), how proactive were you when only two people showed up for the public hearing? How hard would it be to put out advertising placards at Central Station a couple of weeks prior to announce the event? Outreach was done, but not all of the media were contacted.

**Response:** MAG advertises its outreach events in a variety of ways. Display ads are placed in the *Arizona Republic*, as well as the *Arizona Informant* and *Prensa Hispana*. Flyers are sent out to approximately 2,200 people who are a part of the MAG public involvement mailing list. Press releases are also sent out to all Valley media outlets, including more than 60 newspapers, radio and television stations around the Valley. In addition, MAG continues to examine other ways that it can advertise its outreach events. MAG staff will explore the possibility of placing a placard at the Central Station announcing future hearings.

**Comment:** If an agenda item is listed for possible action, and no action is taken, do I not get to comment?

**Response:** If an agenda item is listed for action or possible action it is considered an action item and citizens are provided an opportunity for comment.

**Comment:** For agenda item #8 (*Recommendations to ADOT for the FTA Elderly and Persons with Disabilities Transportation Program*), the state and the county need to be at the table. It is important that they are there, because when push comes to shove, they will be the ones who will need to provide monetary assistance.

**Response:** Elderly and Persons with Disabilities Transportation Program Section 5310 of the Federal Transit Act authorizes capital assistance in the form of new vehicles and related

equipment to states for transportation programs that serve the elderly and people with disabilities.

The program is administered by the Arizona Department of Transportation. Funds are distributed according to MPO planning regions and allocated through a regional review process administered by local Council of Governments. Eligible recipients for these funds are non-profit organizations and local jurisdictions that can demonstrate that the proposed transportation service cannot be provided by another entity.

The MAG Human Services Division staffs an ad hoc subcommittee to oversee the review of applications from agencies and local jurisdictions in the Maricopa County region. In 2001, eighteen non-profit organizations were awarded 5310 funds for the Maricopa County region to purchase 20 vans. Since 1983, over 100 vans have been awarded through this program.

The Regional Council appoints members of the Committee. Representatives to date have been mostly from local jurisdictions and state agencies and have been appointed based upon their expertise on the subject of transportation and vulnerable populations. A representative from Arizona Department of Transportation supports the committee process by serving as an “ex officio” member. A member of the County would be welcome to serve on the Committee in the future.

**Comment:** For agenda item #13 (*Amendment to the FY 2002 MAG Unified Planning Work Program and Annual Budget to Accept Additional Funding*), the City of Phoenix is bringing funds through the airport and putting them into the light rail project. I mentioned the light rail project to a friend of mine, who is a manager with an airline, and he did not know about the planned people mover part of the light rail project. If a manager with an airline doesn't know about a potential project, then you are not doing the job right.

**Response:** The people mover system being planned for Phoenix Sky Harbor International Airport is not part of the Central Phoenix/East Valley Light Rail Transit Project, but rather is an airport project under the purview of the City of Phoenix Aviation Department. For information on the development and funding for the airport people mover, you can contact the following:

City of Phoenix Aviation Department  
3400 Sky Harbor Boulevard  
Phoenix, AZ 85034  
Phone: (602) 273-3341

Fax: (602) 273-2781  
[susan.palmeri@phoenix.gov](mailto:susan.palmeri@phoenix.gov)

**Comment:** You are doing too much on light rail and it's not going right.

**Response:** To provide some background, the light rail plan includes a 39-mile system, which incorporates the 22-mile option designated in the Central Phoenix/East Valley Major Investment Study (MIS), and the 12-mile option designated in the Phoenix/Glendale MIS. A 20.3-mile minimum-operating segment (MOS) of the new Central Phoenix/East Valley Line is scheduled for operation in late 2006.

The approved alignment for the MOS starter segment extends from Bethany Home Road and 19<sup>th</sup> Avenue (formally Chris-Town Mall, and recently renamed the Spectrum Mall) into downtown Phoenix, downtown Phoenix to downtown Tempe and Arizona State University, and continuing to Main and Longmore in Mesa at the East Valley Institute of Technology.

Since the beginning of the project, there have been numerous public input opportunities to target stakeholder groups, neighborhoods, businesses. The MIS had an extensive public involvement program. As the project continues through the design process, there will be continued opportunities for public input. We recommend that you visit or call the project community office 411 North Central Avenue, Suite 195, in downtown Phoenix to clarify your concerns and have them addressed by project staff. The hotline phone number is (602) 534-1807.

**Comment:** The job on the transportation conformity process is not being done right.

**Response:** MAG conducts consultation on conformity processes in accordance with federal transportation conformity regulations. Generally, opportunities for public involvement occur when changes are made to a current Transportation Improvement Program (TIP) (e.g., TIP amendments) or during development of a new Transportation Improvement Program and Long Range Transportation Plan (LRTP) (e.g., conformity analysis on a draft TIP or LRTP). MAG procedures for conducting consultation include notifying federal, state, and local air quality and transportation agencies and other interested parties, including members of the public of proposed actions to the TIP or Long Range Transportation Plan through a formal memorandum. The public may provide oral or written comments or provide testimony before the MAG Management Committee or MAG Regional Council. Also according to conformity procedures, a 30-day advance notice is provided inviting the public opportunity to comment on the draft TIP and Long Range Transportation Plan, and the draft conformity

analysis. Mr. Crowley may provide public comments at any of the opportunities listed above and has been on the mailing list for receiving conformity-related documents.

**Comment:** I attended the mid-phase public hearing and the Short Range Transit Plan is a part of the review. I had to ask to see the Short Range Transit Plan, it was not out for review. Was there a lack of communication between MAG and RPTA that this was not coordinated?

**Response:** ADOT, Valley Metro and Valley Connections staff were on hand during the Joint Agency Open House and Public Hearing. Summaries of the Short Range Transit Plan were available for review by anyone who attended the open house and public hearing. When Mr. Crowley asked for a full copy of the report, a copy was retrieved by Valley Metro staff and provided to Mr. Crowley.

**Comment:** It says that the MAG Long Range Plan is a multimodal plan, but where are the bike and pedestrian projects mentioned? Where is the basis for calculating quadrupling and tripling of service.

**Response:** The MAG Long Range Transportation Plan (LRTP) does include both a bicycle and pedestrian element. Bicycle and pedestrian projects are included in the draft FY 2003-2007 Transportation Improvement Program. In addition to paratransit services, express and commuter bus, bus rapid transit, shuttles/circulators, welfare to work needs, light rail and travel demand management activities, the transit element of the LRTP calls for a doubling of revenue miles of service (over today's revenue miles) by 2012, and nearly a tripling of revenue miles of service by 2022.

**Comment:** The potential projects include ADOT doing park and ride. Back in 1989, I said this needed to be a part of the program.

**Response:** There are park-and-ride projects included in the draft FY 2003-2007 MAG Transportation Improvement Program. In January of 2000, MAG initiated a study to identify sites for 20 new park and ride lots across the region to support express bus service as well as car and vanpools using the regional freeway system. The study was completed and approved by the MAG Regional Council in January of 2001. More than \$40 million have been programmed for the land acquisition, design and construction of new park and ride lots in the next five years. Copies of project reports and related documents for the MAG Park and Ride Site Selection Project are available on our web site at [www.mag.maricopa.gov](http://www.mag.maricopa.gov).

**Comment:** I have been continuously trying to comment on governance. The people give direction to electeds. I have been trying to comment, but comment is not taken because the

item was not for action. Here in the January 30, 2002 Regional Council meeting minutes, “Chairman Rimsza noted that a public comment card had been turned in. However, comment would not be heard because no action was being taken.” The minutes contain 3½ pages of input from the Regional Council, but none from the public. The governance issue has been pushed through and the public has not been allowed to input.

**Response:** In June of 2001, a MAG Regional Governance Advisory Committee was created to look at the roles and responsibilities of MAG. The Governance Committee met on numerous occasions for a period of approximately six months. All Governance Advisory Committee meetings were conducted in accordance with the open meeting law. All governance issues slated for action by the Management Committee and Regional Council have included opportunities for public comment.

**Comment:** It was indicated that there was a problem with the feds demanding that 12,000 enumerators be lined up for 4,000 spots to conduct the special census. How much will we get for \$30 million? The former enumerators do not know about the special census. An e-mail should be sent to former enumerators about the special census.

**Response:** The Bureau of the Census requires that for each enumerator that is needed for a Special Census, four people be hired. It is likely that we will need even more than 4,000 enumerators if a Special Census is undertaken for 2005. However, it is not certain whether this will happen. If the decision is made to have a Special Census in 2005, former enumerators will be contacted if possible. This will be one of many methods used to solicit potential enumerators.

**Comment:** What is the position of no support (on HB 2660). Does that mean Maricopa County or the new county? How much public input have you gotten to say “we?” When you say “we” do you mean staff?

**Response:** HB 2660, as drafted, failed to recognize the cooperative relationship between regional agencies and ADOT that is mandated by ISTEPA and TEA-21. This bill has been amended to restore this relationship and, as a result, MAG is now neutral and does not oppose HB 2660. Mr Crowley’s comments followed an update by MAG staff on Regional Council positions regarding a number of legislative bills currently being considered by lawmakers. The “we” referred to the MAG Regional Council positions.

**Comment:** I would like to see support for all government employees using transit. I have never been given MAG’s trip reduction plan. I want it done right. You are most of the

problem because of single occupant vehicle mentality.

**Response:** The Maricopa County Trip Reduction Ordinance requires major employers, defined as having fifty or more employees, to develop and implement a Trip Reduction Plan for the purpose of reducing traffic impacts on air pollution and emissions within the County. MAG being a major employer, has an approved Trip Reduction Plan which includes six trip reduction measures including a provision for free transit service to full-time employees. MAG is currently in its second year of the program. The MAG Trip Reduction Plan is available for review upon request in the MAG library.

### **Comments from Bob McKnight, Citizen**

**Comment:** I would like to get an organizational chart of the light rail project staff. There are so many cities and consultants involved I can't keep score.

**Response:** The Central Phoenix/East Valley Light Rail Transit Project is a complex undertaking by a partnership between the Cities of Phoenix, Tempe and Mesa, MAG and the Federal Transit Administration. The Valley Metro/Regional Public Transportation Authority (RPTA) oversees the project. It is very typical of government entities to hire consultant teams to execute such projects. These consultants have highly specialized expertise, and it wouldn't be economically feasible for government entities to hire on such talent for such projects and then have to let them all go as soon as the project is completed.

Since the project has many partners, knowing which staff person to contact can be confusing. We recommend that you visit or call the project community office 411 North Central Avenue, Suite 195, in downtown Phoenix. The hotline phone number is (602) 534-1807.

The office is staffed with professionals who will be able to refer your questions to the appropriate person on the light rail staff.

**Comment:** They should broadcast the trolley simulation on television.

**Response:** The trolley simulation was created by Valley Connections' general engineering consultant (GEC) with engineering software that simulates a light rail vehicle on the road. The consultant is working to complete preliminary engineering, and a number of deliverables remain that the GEC must complete. Unfortunately, there are not enough staff hours remaining in the current contract to dedicate to broadcasting the simulation on

television. A new GEC will be selected in the late summer. At that time, Valley Connections will explore the possibility of providing MAG member agencies and television outlets with the simulation on a request basis.



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### **III. JOINT TRANSPORTATION AGENCY PUBLIC HEARING AGENDA AND TRANSCRIPT**

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## Agenda







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## **APPENDIX A**

### **PUBLICITY MATERIALS**

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PRESS RELEASE HERE

## NEWS RELEASE DISTRIBUTION LIST

<i>Abwatukee Foothills News</i>		<i>The Prospector</i>
	<i>KEZ FM</i>	
<i>A p a c h e     J u n c t i o n</i>		<i>Scottsdale Tribune</i>
<i>Independent</i>	<i>KFYI</i>	<i>Sonoran News</i>
<i>Arizona Capitol Times</i>	<i>KJZZ</i>	<i>Sun    City/Youngtown</i>
		<i>Independent</i>
<i>Arizona Daily Star</i>	<i>KNIX-FM</i>	<i>Sun Lakes Splash</i>
<i>Associated Press</i>	<i>KNXV-TV</i>	<i>Times in Fountain Hills</i>
<i>Arizona Republic/East Valley</i>	<i>KPHO-TV</i>	<i>Tribune</i>
<i>Bureau</i>	<i>KPNX-TV</i>	<i>Tribune</i>
<i>Arizona Republic</i>	<i>KSAZ-TV</i>	<i>Tribune</i>
<i>Arizona Republic</i>	<i>KTAR</i>	<i>Tribune Newspapers</i>
<i>Arizona News Radio</i>	<i>KTAR</i>	<i>Telemundo TV</i>
<i>Arizona News Radio</i>	<i>KTVK-TV</i>	<i>West Valley View</i>
<i>Chandler Independent</i>	<i>KTVW-TV</i>	<i>The Wester</i>
<i>Daily News Sun</i>	<i>KVVA</i>	<i>Wickenburg Sun</i>
<i>East Mesa Independent</i>	<i>KXAM</i>	
<i>East Valley Tribune</i>	<i>Paradise Valley Independent</i>	
<i>Foothills Sentinel</i>	<i>Peoria Times</i>	
<i>Gilbert Independent</i>	<i>Phoenix Channel</i>	
<i>Glendale Star</i>	<i>La Prensa Hispana</i>	
<i>KAET-TV</i>		

## **SAMPLE LETTER SENT TO LIBRARIANS WITH BROCHURES FOR DISTRIBUTION**

February 27, 2002

FIELD(1)

FIELD(2)

The Maricopa Association of Governments (MAG) is distributing brochures to publicize our upcoming transportation meetings. With regional transportation planning among its responsibilities, MAG develops a 20-year transportation plan to guide development of the transportation system throughout the region. MAG also prepares a program of transportation projects to carry out the Plan over the next five years. The public involvement process provides opportunities for continuing public input into this transportation planning process. Your continued assistance in publicizing the public participation process is appreciated.

I have enclosed the brochures for distribution to your library users. If additional brochures are needed, or if you have suggestions about transmitting this type of material in the future, please let me know. In addition, if you require further information, please call me at (602) 254-6300, or send e-mail to [jstephens@mag.maricopa.gov](mailto:jstephens@mag.maricopa.gov).

Sincerely,

Kelly Taft  
Communications Manager

Enclosures

## **LIBRARIAN LETTER AND BROCHURE DISTRIBUTION LIST**

Each Library Received 20 Brochures

Buckeye Public Library  
Library Director  
310 North 6th Street  
Buckeye Arizona 85326-2439

Chandler Public Library - Downtown  
Library Director  
22 South Delaware Street  
Chandler Arizona 85225

Chandler Public Library - Hamilton Branch  
Library Director  
3700 South Arizona Avenue  
Chandler Arizona 85244

Desert Foothills Library  
Library Director  
PO Box 4070  
Cave Creek Arizona 85327

Gilbert Public Library/Southeast Regional  
Library  
Library Director  
775 North Greenfield Road  
Gilbert Arizona 85234

Glendale Public Library  
Library Director  
5959 West Brown Street  
Glendale Arizona 85302

Litchfield Park Branch Library  
Library Director  
101 West Indian School Road  
Litchfield Park Arizona 85340

Mesa Public Library - Dobson Ranch  
Library Director  
2425 South Dobson Road  
Mesa Arizona 85202

Mesa Public Library - East Mesa  
Library Director  
635 North Power Rd  
Mesa Arizona 85205

Mesa Public Library - Main  
Library Director  
64 East First Street  
Mesa Arizona 85201-6768

Peoria Public Library - Sunrise Mountain  
Branch  
Library Director  
21200 North 83rd Avenue  
Peoria Arizona 85382-2436

Phoenix Public Library - Acacia  
Library Director  
750 East Townley Avenue  
Phoenix Arizona 85020

Phoenix Public Library - Century  
Library Director  
1750 East Highland Avenue  
Phoenix Arizona 85016

Phoenix Public Library - Cholla  
Library Director  
10050 Metro Parkway East  
Phoenix Arizona 85051

Phoenix Public Library - Desert Sage  
Library Director  
7602 West Encanto Blvd  
Phoenix Arizona 85035

Phoenix Public Library - Harmon  
Library Director  
411 West Yavapai Street  
Phoenix Arizona 85003

Phoenix Public Library - Ironwood  
Library Director  
4333 East Chandler Blvd  
Phoenix Arizona 85044

Phoenix Public Library - Juniper  
Library Director  
1825 West Union Hills Dr  
Phoenix Arizona 85027

Phoenix Public Library - Mesquite  
Library Director  
4525 Paradise Village Pkwy North  
Phoenix Arizona 85032

Phoenix Public Library - Ocotillo  
Library Director  
102 West Southern Avenue  
Phoenix Arizona 85041

Phoenix Public Library - Palo Verde  
Library Director  
4402 North 51st Avenue  
Phoenix Arizona 85031

Phoenix Public Library - Saguaro  
Library Director  
2808 North 46th Street  
Phoenix Arizona 85008

Phoenix Public Library - Yucca  
Library Director  
5648 North 15th Avenue  
Phoenix Arizona 85015

Queen Creek Branch Library  
Library Director  
22407 South Ellsworth Road  
Queen Creek Arizona 85242

Scottsdale Public Library  
Library Director  
10101 North 90th Street  
Scottsdale Arizona 85258

Scottsdale Public Library - Palomino  
Library Director  
12575 East via Linda Suite 102  
Scottsdale Arizona 85259

Sun City Public Library  
Library Director  
10620 West Peoria Avenue  
Sun City Arizona 85351-4144

Surprise Branch Library  
Library Director  
15844 North Hollyhock  
Surprise Arizona 85374

Tolleson Public Library  
Library Director

9555 West Van Buren  
Tolleson Arizona 85353

Wickenburg Town Library  
Library Director  
164 East Apache Street  
Wickenburg Arizona 85390-2457

Youngtown Public Library  
Library Director  
12035 Clubhouse Sq  
Youngtown Arizona 85363-1227

Karen Biglin  
Scottsdale Community College Library  
Director  
9000 East Chaparral Road  
Scottsdale Arizona 85250

Patricia Castaneda  
Library Director  
665 North Gilbert Road Suite 152  
Gilbert Arizona 85234

John Chavez  
Paradise Valley Community College Library  
Director  
18401 North 32nd Street  
Phoenix Arizona 85032

Chris Cole  
Maricopa County Library District  
17811 North 32nd Street  
Phoenix Arizona 85032

Hazel Davis  
Rio Salado College Library/Media Services

Director  
2323 West 14th Street  
Tempe Arizona 85281

Karen Drake  
Library Manager  
222 East Commonwealth  
Chandler Arizona 85225

Josefa Garcia  
Gateway Community College Library  
108 North 40th Street  
Phoenix Arizona 85034

Toni Garvey  
City Librarian  
1221 North Central  
Phoenix Arizona 85004

Jeanine Guy  
Library Director  
100 North Apache Road Suite A  
Buckeye Arizona 85326-9699

Ann Harris  
City of Peoria  
8485 West Monroe Street  
Peoria Arizona 85345

Florence Hinrichs  
Youngtown Public Library  
12035 Clubhouse Square  
Youngtown Arizona 85363

Janet Johnston

Phoenix College Library (Fannin)  
1202 West Thomas Road  
Phoenix Arizona 85013

Marcia Lea  
P.N. Johnson Library  
13801 Meeker Blvd  
Sun City West Arizona 85375

Gary Marks  
South Mountain Community College  
Library Director  
7050 South 24th Street  
Phoenix Arizona 85040

Teri Metros  
Library Director  
Box 5002  
Tempe Arizona 85281

Judy O'Brien  
Library Director  
328 West Western  
Avondale Arizona 85323

Judy Register  
Scottsdale Public Library  
3839 Civic Center Blvd  
Scottsdale Arizona 85251

Ed Santavicca  
Estrella Mountain Community College  
Library Director  
3000 North Dysart Rd  
Avondale Arizona 85323

Sandra Loveland  
Desert Foothills Library  
PO Box 4070  
Cave Creek Arizona 85327-4070

Barbara Scott  
Chandler Gilbert Community College  
Library Director  
2626 East Pecos Road  
Chandler Arizona 85225

K. Sugiyama  
Mesa Community College Library  
Director  
1833 West Southern Avenue  
Mesa Arizona 85202

Rodeane Widom  
Library Director  
5959 West Brown Street  
Glendale Arizona 85302

Johnette Williams  
Glendale Community College Library  
Director  
6000 West Olive Avenue  
Glendale Arizona 85302

Charles Youngman  
Sun City Library  
16828 99th Avenue  
Sun City Arizona 85351



## **SAMPLE LETTER SENT TO REPRESENTATIVES OF TITLE VI POPULATIONS**

February 27, 2002

FIELD(1)

FIELD(2)

You are cordially invited to attend an open house and public hearing associated with the final phase of our annual public involvement process for transportation planning. We welcome your participation and suggestions on transportation issues. This is an opportunity for you to provide input into the update of the region's 20-year transportation plan and five-year funding guide for transportation projects. We hope to see you or your representative at one or both of these events, and to include your ideas in future planning efforts. Your input is important to us.

The scheduled events will address a variety of transportation topics, such as air quality, bicycle and pedestrian issues, bus and rail transit, freeways, streets and transportation funding. The open house and public hearing are sponsored jointly by the Maricopa Association of Governments (MAG), Valley Metro, the Arizona Department of Transportation, and the Citizens Transportation Oversight Committee. Staff will be available to discuss issues of concern and gather public input.

The enclosed brochure lists the meeting date, time and location of the final phase transportation open house and public hearing. If you are unable to attend, yet are interested in providing comments or receiving information, please call me. We would be happy to attend a meeting already scheduled by your organization, such as a board meeting, to tell you a bit more about MAG and get your input on the region's transportation plans and programs. Our goal is to gather more broad-based community input that is inclusive of all community interests. We welcome your participation and input in the regional transportation planning process.

Sincerely,

Kelly Taft  
Communications Manager

Enclosure

## **DISTRIBUTION LIST OF TITLE VI REPRESENTATIVES**

Arizona Community Action Association  
Executive Director  
2627 North 3rd Street, Suite 2  
Phoenix Arizona 85004-1103

Governor Donald Antone  
Gila River Indian Community  
PO Box 97  
Sacaton Arizona 85247-0097

Francisca Aragon  
Chicanos Por La Causa  
4622 West Indian School Road, Suite D12  
Phoenix Arizona 85031

Robert Beauvais  
Indian Community Health Center  
3008 North 3rd Street, Suite 100  
Phoenix Arizona 85012

Santo Bernasconi  
Centro De Amistad, Inc.  
8202 Avenida Del Yaqui  
Guadalupe Arizona 85283-1024

Betsy Buxer  
The Community Forum  
640 North First Avenue  
Phoenix Arizona 85003-1558

Guy Collison  
United Cerebral Palsy Association  
321 West Hatcher, Suite 102

Phoenix Arizona 85021

George Dean  
Greater Phoenix Urban League  
President & CEO  
1402 South 7th Ave  
Phoenix Arizona 85007

Arden G. Dorn  
Lutheran Social Ministry of Southwest  
1124 North 3rd Street  
Phoenix Arizona 85004

Tupac Enrique  
Tonatierra Community Development  
Institute  
1818 South 16th Street  
Phoenix Arizona 85074

Reverend Oscar Tilman  
NAACP of Phoenix/Maricopa County  
1818 South 16<sup>th</sup> Street  
Phoenix Arizona 85034

Sandra Ferniza  
Arizona Hispanic Chamber of Commerce  
255 East Osborn Road, Suite 201  
Phoenix Arizona 85012-2349

Pete L. Garcia  
Chicanos Por La Causa  
1112 East Buckeye Road  
Phoenix Arizona 85034

Donna Gilliland  
Sun Cities Area Transit (SCAT)  
PO Box 1972  
Sun City Arizona 85372-1972

Luis Ibarra  
Friendly House, Inc.  
PO Box 3695  
Phoenix Arizona 85030

Herb Jackson  
Greater Phoenix Urban League  
1402 South 7th Avenue  
Phoenix Arizona 85008  
Gilbert Jones, Sr.  
Fort McDowell Indian Community  
PO Box 17779  
Fountain Hills Arizona 85269-7779

Jim Lamay  
Arizona Center for the Blind  
3100 East Roosevelt  
Phoenix Arizona 85008

Leland Leonard  
Phoenix Indian Center, Inc  
Executive Director  
2601 North 3rd Street, Suite 100  
Phoenix Arizona 85004

Lisa M. Lintz  
Centro Adelante Campesino  
Executive Director  
PO Box 1338  
Surprise Arizona 85374-1338

Lionel Lyons  
Equal Opportunity Phoenix  
251 West Washington, 7th Floor  
Phoenix Arizona 85003

Honorable Ivan Makil  
Salt River Pima-Maricopa Indian  
Community  
President  
10005 East Osborn  
Scottsdale Arizona 85256

Paul Martodam  
Catholic Social Service of Central Arizona  
1825 West Northern Avenue  
Phoenix Arizona 85021-5298

Guy Mikkelsen  
Foundation for Senior Living  
President  
77 East Thomas Road, Suite 100  
Phoenix Arizona 85012

Donna Noland  
Arizona Office for Americans with  
Disabilities  
1700 West Washington, Room 164  
Phoenix Arizona 85007

Captain Robert Rudd  
Salvation Army Division Headquarters  
2707 East Van Buren  
Phoenix Arizona 85008

Kip Smith-Murray  
Arizona Recreational Center for the  
Handicapped  
1550 West Colter  
Phoenix Arizona 85015

Bonnie Wright  
American Red Cross  
6135 North Black Canyon Highway  
Phoenix Arizona 85015-1892

Revered Warren Stewart  
First Institutional Baptist Church  
1141 East Jefferson Street  
Phoenix Arizona 85034

Susan Webb  
Arizona Bridge to Independent Living  
Executive Director  
1229 East Washington Street  
Phoenix Arizona 85034-1101



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## **APPENDIX B**

### **CORRESPONDENCE DURING CONTINUOUS INVOLVEMENT AND SINCE THE FY 2002 EARLY PHASE INPUT OPPORTUNITY REPORT**

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